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USSR Report

TRADE AND SERVICES

No. 1198



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INTERNATIONAL ECONOMIC RELATIONS

BRIEFS

CEMA CONSTRUCTION COMMISSION--A meeting of the Standing CEMA Commission for Construction has been held in Budapest. Participants in the meeting noted the impressive achievements of the fraternal countries in building socialism and communism over the 30 years of CEMA's activity and highly praised the work of builders. The commission discussed the tasks of further elaboration of cooperation in the field of construction, adopted specific recommendations on extending aid to the Socialist Republic of Vietnam in building two plants, and approved a report on current problems in cooperation between CEMA member countries and Yugoslavia in setting up and improving an international system for scientific-technical information on construction. The meeting took place in an atmosphere of friendship and full mutual understanding. [Text] [Moscow *Ekonomicheskaya Gazeta* in Russian No 26, Jun 79 p 21] 7045

CEMA FOREIGN TRADE COMMISSION--The 55th Meeting of the Standing CEMA Commission for Foreign Trade has taken place in Moscow. Discussion covered topics related to carrying out the long-range special-purpose cooperative programs as well as to coordination of economic development plans of the CEMA member countries for the 1981-1985 period and to conclusion of long-term intergovernmental trade agreements on that basis. The commission examined the results of negotiations and the conclusion of protocols on mutual commodity deliveries for 1979 among the CEMA member countries and also Yugoslavia. It was noted that mutual commodity deliveries in 1979 considerably exceeds the volumes of deliveries envisaged for that year. Trade in machines and equipment, in particular the specialized products of machinebuilding, will develop at rates faster than the average. The protocols reflect obligations arising out of agreements included in the coordinated plan of multilateral integrative measures, agreements on industrial specialization and cooperation, and other economic accords. Other topics related to development of cooperation of the CEMA member countries in the field of foreign trade were also taken up. [Text] [Moscow *Ekonomicheskaya Gazeta* in Russian No 26, Jun 79 p 21] 7045

CEMA CURRENCY-FINANCIAL COMMISSION--The Standing Commission for Currency-Financial Affairs has held its regular meeting in the Yugoslav city of Cavtat; delegations of Bulgaria, Hungary, GDR, Cuba, Mongolia, Poland, Romania,

the Soviet Union, Czechoslovakia, and also Yugoslavia took part. Representatives of the International Bank for Economic Cooperation and the International Investment Bank participated. As noted in the communique, the commission took up currency-financial matters related to fulfillment of the comprehensive program for further elaboration and improvement of cooperation and development of socialist economic integration of the CEMA member countries, approved the report on work in 1978, and discussed other topics. In connection with the 30th anniversary of CEMA the participants in the meeting representing CEMA member countries noted the great importance of its activity to development of cooperation in the field of currency-financial and credit relations. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 26, Jun 79 p 21] 7045

CEMA TRANSPORTATION COMMISSION--The meeting of the Standing CEMA Commission for Transportation has been concluded in Varna. Delegations of the CEMA member countries and also of Yugoslavia took part in it. The participants in the meeting paid much attention to fulfillment of the measures envisaged by the long-range special-purpose program for cooperation in the development of transportation connections among the CEMA countries. In a spirit of international solidarity the delegations gave consideration to proposals concerning extension of aid to the Socialist Republic of Vietnam in rebuilding and developing transportation facilities destroyed during the war. The meeting of the commission took place in an atmosphere of friendship, mutual understanding and constructive cooperation. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 26, Jun 79 p 21] 7045

OXYGEN CONVERTERS EXPORTED--Zhdanov, Donetskaya Oblast, 25 Jul (RATAU)--An order from the Czechoslovak steelworkers that is the largest in the history of cooperation between the two countries has been filled by the work force of the association Zhdanovtyazhmash. They have completed the manufacture of three very large oxygen converters. The last of them was shipped today to the Eastern Slovak Combine in the city of Kosice. Replacement of the old units with the new Soviet equipment will make it possible to increase annual steel output to nearly 2 million tons. Approximately the same gain will be afforded by two other converters for Czechoslovakia which are now in the production stage. Machinebuilders of the Vitkovicki Combine in Ostrava have in turn undertaken to deliver a giant 3,000 rolling mill ordered by the steelworkers of the Zhdanov Plant imeni Il'ich. [Text] [Kiev RABOCHAYA GAZETA in Russian 26 Jul 79 p 1] 7045

SOVIET-FINNISH CONTACTS--About 30 symposiums and seminars are being annually conducted for Soviet specialists by the joint representative office of the Finnish firms Valmet and Enso-Gutzeit in Moscow. Discussion in them covered the topics of production and use of woodworking, transport, ship and port equipment, pulp, paper and cardboard. These measures, it was noted by A. Norilo, head of the joint representative office of the Finnish firms, provide a good basis for developing industrial cooperation and for increasing trade. In particular, the All-Union Association Sudoimport and the firm Valmet recently signed another large contract for construction of two vessels

for the USSR, each with a carrying capacity of 22,000 tons. They are intended for carrying oversized and heavy cargo and will be altogether fitted out with Soviet equipment. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 31, Jul 79 p 21] 7045

SOVIET-HUNGARIAN COOPERATION--A meeting of the Soviet-Hungarian Intergovernmental Commission for Economic and Scientific-Technical Cooperation has been held in Budapest. The commission concentrated its principal attention on fulfillment of the understandings reached between L. I. Brezhnev and J. Kadar during the visit of the Soviet party-government delegation to Hungary in May and also of the orders issued by the heads of government of the USSR and Hungary concerning further development of economic and scientific-technical cooperation between the two countries. It took up the status of fulfillment of obligations under intergovernmental agreements in a number of most important economic sectors, including those concerning cooperation in production of equipment for nuclear power stations, USSR technical aid in construction of an oxygen converter shop at the Duna Metallurgical Combine in Hungary, and also cooperation in building facilities in the USSR for extraction of petroleum, production of pulp and certain products of ferrous metallurgy. The successful development of trade between the two countries was noted, and ways of expanding trade further were outlined. A large range of other specific matters were taken up. Agreements were signed on development of cooperation in the production of chemical agents for protection of plants, manufactured fertilizers and other products of the chemical industry. The protocol was signed on the Soviet side by K. F. Katushev, deputy chairman of the USSR Council of Ministers, and on the Hungarian side by J. Marjai, deputy chairman of the Hungarian Council of Ministers. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 31, Jul 79 p 20] 7045

SOVIET-INDIAN COOPERATION--The Fifth Meeting of the Soviet-Indian Intergovernmental Commission for Economic and Scientific-Technical Cooperation has been held in Moscow. The commission took up a broad range of matters related to further development of cooperation and to enhancement of its effectiveness with respect to practical fulfillment of the long-range program for economic, commercial and scientific-technical cooperation between the USSR and India signed 14 March 1979. It was noted that mutually advantageous relations between the USSR and India in the field of economic affairs, trade, science and technology are continuing to develop successfully. Specific decisions were adopted concerning further development of cooperation in ferrous and nonferrous metallurgy, the coal and petroleum industries, machinebuilding, irrigation, agriculture, geology, the pulp and paper industry, the medical equipment industry, production of building materials, and also in the sectors of trade, the applied sciences and technology. Matters were taken up related to increasing steel production at the metallurgical plants in Bhilai and Bokaro, to the design of a new metallurgical plant at Visakhapatnam and an alumina plant in the state of Andhra Pradesh, the drafting of a prospective plan for work to be done in prospecting and extraction of petroleum and gas (not offshore) in India in the 1981-1990 period, expansion of cooperation in the field of machinebuilding, and so on. An agreement was

reached on completion of preparation of the trade agreement covering the period 1981-1985 during the first half of 1980. The Soviet delegation was headed by I. V. Arkhipov, deputy chairman of the USSR Council of Ministers, and the Indian delegation by A. B. Vajpayee, Indian minister of foreign affairs. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 26, Jun 79 p 22] 7045

TRANSPORTATION EQUIPMENT--Business relations are developing energetically between the Soviet foreign trade organizations Energomasheksport and Mashinoimport on the one hand and the Czechoslovak foreign trade enterprises Skoda-Export and Pragoinvest. Czechoslovak railroad workers were recently delivered the 600th diesel road locomotive manufactured in Voroshilovgrad, and the Prague plant ChKD-Sokolovo sent to the USSR the 3,000th ChME-3 diesel switching locomotive, which was presented to the Soviet customer in Moscow. In 1980 our country will receive 600 streetcars produced by the ChKD-Tatra plant and also 65 Model ChS-4T AC electric locomotives for passenger road service. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 31, Jul 79 p 22] 7045

SOVIET-HUNGARIAN CONTRACTS--The All-Union Association Prommashimport and the Hungarian foreign trade enterprise Gepeksport has signed a contract for delivery to the USSR of the sixth complete unit for filling the walls and doors of household refrigerators with polyurethane foam insulation. Use of these units makes it possible to improve the performance characteristics of the refrigerators and to enlarge their effective capacity with no change in the outside dimensions. Under the contract between the All-Union Association Mashinoimport and the Hungarian enterprise Ganz-Mavag our country will receive 10 diesel trains and a lot of drawn passenger cars, which will be used on suburban railroad lines. Mashinoimport has also signed a contract with the Hungarian joint stock company Transelektro for delivery to the USSR of cooling units for gas compressor stations. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 31, Jul 79 p 22] 7045

ZHIGULIS EXPORTED--The millionth Zhiguli automobile was recently delivered abroad by the All-Union Association Avtoeksport. It was imported by the Czechoslovak foreign trade enterprise Motokov, which has active business relations with Soviet foreign trade organizations. Soviet automobiles have a good reputation abroad. Last year alone the European socialist countries were delivered 250,000 automobiles. They were also purchased by firms in Belgium, Great Britain, FRG, France, Finland and other countries. Our country is in return receiving components from abroad for automobiles, heavy trucks, buses, refrigerator trucks, minibuses, delivery trucks, panel trucks and other vehicles needed by the national economy. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 31, Jul 79 p 22] 7045

EXPORTS TO ITALY--Under contracts between the all-union associations Tekhmasheksport and Mashpriborintorg on the one hand and the Italian firm Enital, Electroimport, Intertehnika and others, textile machines will be delivered from the USSR to Italy for the production of woolen, synthetic and

other types of yarn, as will a large lot of cameras, radio measuring instruments, and also laser equipment for use in medicine, industry and scientific research. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 31, Jul 79 p 22] 7045

SHIPS IMPORTED--The vessel "Aleksandr Suvorov," with a carrying capacity of 20,000 tons, which is intended for carrying ore, bulk cargoes and containers in Arctic waters, has been delivered to the Soviet customer by vessels of the enterprise FEB Warnowwerft (GDR). This is the fifth of 10 freighters for icy seas which are being delivered to our country under a contract between the All-Union Association Sudoimport and the GDR foreign trade enterprise Schiffskommerz. Sudoimport now maintains business relations with more than 140 firms in 50 countries. Soviet ore carriers, general-purpose dry-cargo vessels, tankers, and hydrofoils enjoy stable demand on the world market. The association is importing vessels from abroad for the maritime, fishing and river fleets. In its 25 years of commercial activity the volume of Sudoimport's exports have grown more than 30-fold, while imports have increased 5.2-fold. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 31, Jul 79 p 22] 7045

SYMPOSIUM IN THE SOVIET UNION--The U.S. company Borg-Warner International S.A. has held a first symposium in the Soviet Union. It took place in Moscow and was devoted to Equipment for Natural Gas Production and Shipping, particularly in the Far North. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German No 11, 18 Mar 79 p 8] 9294

SOVIET-TURKISH TRADE--The Soviet Union is going to build an atomic power plant in Turkey and will supply it with fuel in the future. The location of the power plant, and the type of reactor to be used will be chosen by experts from both countries before the end of the year. Under the Soviet-Turkish treaty on economic cooperation, an agreement has been signed, providing for the supply of an additional 100,000 tons of Soviet oil to Turkey, i.e. an increase of 1.6 million tons of the total supplies for this year. In addition, the Soviet Union will assist in the development of Turkish metallurgical and aluminum plants and of the crude oil refinery in Aliaga near Ismir. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German No 27, 6 Jul 79 p 7] 9294

SUPPLIES TO COMECON COUNTRIES--According to ZYCIE WARSZAWY, Soviet supplies to COMECON countries during the current Five Year Plan (1976-1980) will amount to a total of 364 million tons crude oil, 36 million tons crude oil products, 90 billion cubic meters natural gas and 67 billion kWh of electricity. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German No 27, 6 Jul 79 p 7] 9294

CSO: 1826

TRANSPORTATION

MEASURES TAKEN IN BELORUSSIA TO ENSURE TRANSPORT OF GRAIN HARVEST

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 4 Aug 79 p 1

[Article by N. Kernoga: "Rapidly and Without Losses"]

[Text] The harvest has begun in Belorussia. Motor vehicles and tandem trailer trucks loaded with the gold of the grain have appeared on the republic's roads; the inscription "Harvest '79" on the side gives them the "green light" to move on ahead. The editors have asked the managers of a number of motor vehicle transport enterprises to tell about what has been done and what is being done to ensure an efficient rhythm in the harvest conveyor.

A. Yurkevich, chief of the Bobruysk Motor Column No 2410:

"In order to help the grain growers, an extended brigade consisting of nine tandem trailer trucks, which is headed by I. Voynilovich, an experienced driver, has been allocated. It has taken on a stepped-up pledge for the period of the harvest: to haul no less than 3,500 tons of grain from the threshing-floors of kolkhozes and sovkhoses with tight deadlines to meet and without losses and to perform no less than two runs daily with an average distance of 40 to 50 kilometers. The drivers' labor has been organized according to the brigade contract method. This enables one to utilize transport in a rational manner and to achieve high output. Thus, during one of the last few days, I. Voynilovich hauled 34 tons of grain, while the brothers Ivan and Anatoliy Stupen' hauled 25 tons each. Other drivers also have a high output. The brigade has turned to all the republic's motor vehicle transport workers with an appeal to join actively in the socialist competition for prompt delivery without losses of grain to the Motherland's grain bins."

V. Krest'yanchik, deputy chief of the Brestskaya Oblast Production Motor Vehicle Transport Administration:

"There are 89 of our motor vehicles and tandem trailer trucks working on the grain routes. Shipments have been centralized: transport from the kolkhozes and sovkhoses delivers grain from the field to the threshing-floors, while we deliver it from the threshing-floors to the grain-receiving point. This has

permitted us to improve substantially the utilization of vehicles and working hours. However, in the final analysis, it is not the vehicles, but people that decide the fate of the harvest. This is why motor pools have sent the most experienced drivers to haul grain. Many of them have 10 or more harvest seasons to their credit and many, in response to the appeal of the brigades of I. Voynilovich, have made stepped-up pledges for the period of the harvest."

V. Klochko, deputy chief of the Grodnenskaya Oblast Production Motor Vehicle Transport Administration:

"Our motor vehicles are also working on the route from the threshing-floor to the grain-receiving point. We are counting basically on tandem trailer trucks. If there were 80 of them during the last harvest, then there are now 96. The Grodno Motor Vehicle Combine No 1, for instance, has organized 20 tandem trailer trucks, while the Volkovysk Motor Column No 2429 has organized 15. They will deliver grain to the major combines for the production of grain products. In all, then, we have earmarked 241 motor vehicles, which is 21 more than last year, to ensure the efficient operation of the harvest conveyor. In the meanwhile, a fifth of them have already been put into action: the great grain harvest still lies ahead."

"It is necessary to equip grain-receiving enterprises with all-purpose motor vehicle freight unloaders of the 'GUAR' model for the efficient operation of motor vehicle transport and, to begin with, of tandem trailer trucks. Unfortunately, they are not to be found everywhere. For instance, this unit has not been installed at the Slonia Grain-Receiving Point, as construction and installation work is still underway there. There is little hope that it will be finished by the peak of the harvest season. For, as you see, we were intending to use 10 tandem trailer trucks in Slonia. They are also slow at installing the 'GUAR' in Shchuchin. All this is causing us serious worry."

The commentary of our staff correspondent for the Belorussian SSR:

The participation of the republic's motor vehicle transport workers in the current difficult harvest-season work is marked by two features. First of all, assistance to the grain growers has been strengthened. There were 1,383 vehicles of the Belorussian SSR Ministry of Motor Transport utilized during the last harvest, while it is now proposed that 2,192 be put into action. In conjunction with this, the number of tandem trailer trucks has almost doubled. An estimate has been made for more than 2,000 motor vehicles, as the specialists from the ministry explained, with a definite reserve. The reserve of readied vehicles and trained drivers has been necessitated by a need to gather the entire grain harvest up to the last ear while working with tight deadlines and under unfavorable weather conditions without permitting losses of either grain or straw.

Secondly, the organization of the people's work and the administration of the transport conveyor have been improved. The brigade contract method (and there are six brigades out of every ten working according to it) permits one to achieve high results, which, in particular, both the people of Bobruysk and their colleagues from other motor pools, are proving. In those places where

it is necessary, substitute drivers have been allocated and vehicles are operating for the entirety of the daylight hours. The Saratov method for the organization of harvest work has also been much more widely employed. If last year, grain was delivered to only two grain-receiving points in terms of hourly schedules, then it is now delivered to ten.

As far as the administration of the transport conveyor and the skillful coordination of all its links (there are quite a few vehicles belonging to departments and industrial enterprises on the grain routes) are concerned, then a four-step dispatcher service is functioning in the republic. The lowest rung is made up of zonal dispatcher points. They have been created at all grain-receiving enterprises. Further up are the rayon and oblast services. The central service, which is headed by L. Bachilo, first deputy minister of motor transport of the Belorussian SSR, crowns the pyramid. Representatives of all ministries and departments and of the republic's State Motor Vehicle Inspectorate are to be found on its staff. I was at one of the meetings of this service. Questions concerning the transport of grain were settled in an efficient and operations-effective manner.

But, all the same, there do exist grounds for the concern expressed by V. Klochko. According to the plan, the 'GUAR's' in Slonim and Shchuchin must be turned over for operation at the end of the third and fourth quarters of the current year. However, the collectives of the grain-receiving points had made a pledge to put them into operation prior to the beginning of the harvest. And, as we can see, they did not keep their word. The Belorussian SSR Ministry of Procurements must render them strategic assistance. There must not be a single breakdown in the work of the harvest conveyor.

8663

CSO: 1823

TRANSPORTATION

DELAY IN TURNOVER OF CARS TO TRANSPORT GRAIN

Kiev PRAVDA UKRAINY in Russian 1 Aug 79 p 1

/Article by A. Gavrilov: "Telegrams Are Flying"/

/Text/ Telegrams keep coming to the Odesskaya Oblast Administration of Grain Products. From L'vovskaya, Chernovitskaya, Ivano-Frankovskaya and other oblasts. The content is the same: "We ask you to expedite the unloading of grain."

What is the matter?

It turns out that there is a snag with cars. The Kotovsk Department of the Odessa Railroad alone this month failed to turn over nearly 300 cars to the Veselokutskiy, Mardarovskiy and other grain receiving points.

"There is no way to ship the grain," says I. N. Myakishev, chief of the transportation division of the oblast administration of grain products. "The managers of the railroad traffic service and the Kotovsk Department do not react to our verbal and written requests and get off with promises. And the plan of shipments is being frustrated. As a result more than 7,000 tons of grain for the processing enterprises of Vinnitskaya Oblast and 1,000 tons for those of L'vovskaya Oblast have not been loaded."

Grain from the new harvest is arriving at the grain receiving points and elevators of the oblast--and lies there for a long time. And alarming telegrams are flying to the oblast administration of grain products.

7807

CSO: 1823

TRANSPORTATION

THEFTS FROM TANK CARS

Moscow GUDOK in Russian 28 Aug 79 p 2

/Article by V. Odorod'ko, train inspector (Komsomol'sk-na-Amure): "Stop the Theft of Cargoes"/

/Text/ Recently wine tank car No 7705927 arrived with train No 3604 at the Komsomol'sk-na-Amur Station. We received it from Khasav-Yurt. Along the line it passed through a number of stations: Orsk, Chelyabinsk, Shilka, Volochayevka-2. And certificates were drawn up everywhere. In them it was stated that the top hatch on the tank car was open, there were no ties and seal; that is, access to the cargo was easy.

The tank car arrived here with the tie and seal of the Volochayevka-2 Station and was put under guard until released for draining to the wine factory. The wine tank car was turned over on a commission basis. As a result there turned out to be a deficit of wine--199.9 decaliters. And the value of a decaliter is 6 rubles 70 kopecks. Thus, a loss in the amount of 1,339 rubles 33 kopecks was inflicted on the railroad.

This is not the only case. It is necessary to note that the cases, in which wine tank cars have arrived at the station with the ladders cut off on both ends, have increased in recent times. Perhaps the senders are worried so out of the ordinary about the safety of the cargo, but this, after all, complicates the checking of the condition of the arrived tank cars. And all the same the thefts of wine are not being curbed.

Who is responsible for this? First of all, the militarized guard.

And take the shipping station! Every car should be sealed and carefully secured with wire. But they arrive here at times with improper sealing, nonstandard wire and with open hatches. And any wire, whatever is available, is being used for the ties.

From the editorial board. We received another letter from Komsomol'sk-na-Amure. R. Korostov, chairman of the People's Control group writes. And again about the same

ill-fated tank car No 7705927. Is it worth making an issue out of one tank car? It turns out to be. In addition to this tank car, Comrade Korostov reports that in transit the seals were absent on tank cars Nos 7418710, 7384941, 7756681, 7420918, 7490397....

And this is at one station alone. And there are 11,000 of them in the system. Who guarantees the safety of cargoes there?

7807

CSO: 1823

TRANSPORTATION

GONDOLA CAR UNLOADING PROBLEMS

Moscow GUDOK in Russian 28 Aug 79 p 2

/Article by A. Vogman, deputy chief of the freight division of the Rtishchevo Department of the Volga Railroad: "'Oversalted'"/

/Text/ It is well known that gondola cars with welded bottom hatches are in circulation in the railroad system. Such cars should follow a closed circular route, and they can be loaded only with bulk cargo addressed to consignees who have car dumpers.

However, this procedure was grossly violated at Shevchenko Station. In late July gondola car No 6726377 was delivered to the siding of Artemsol' and loaded with common salt destined for Rtishchevo in address of the rayon department of Sel'koztekhnik, whence it was readdressed to Saltykovka Station for the local Kolkhoz imeni Kalinin. When the kolkhoz farmers arrived to unload the salt, they were not able to open even a single hatch. It turned out that all of them had been welded. Of course, the farm refused to unload the salt through the top hatch. And so for more than 16 days the car with salt has stood idle. It could have made almost three turn-arounds during that time, delivering tens of tons of fuel and raw materials to the national economy. So far a comprehensible answer has not followed either from Shevchenko Station or the freight service of the Donetsk Railroad to the two inquiries of the chief of Saltykovka Station and the two inquiries of the chief of the freight division of the Rtishchevo Department of the railroad on how to deal with the cargo.

I would like to believe that the railroad management will evaluate on principle this case and will penalize with all severity those through whose fault gondola car No 6726377 has been idle for such a long time.

7807

CSO: 1823

TRANSPORTATION

CONTAINER LAYOVERS CRITICIZED

Moscow GUDOK in Russian 28 Aug 79 p 2

/Article by B. Parashchuk, chief of the container yard, member of the People's Control group (Ternopol'): "The Layovers Doubled"/

/Text/ Hundreds of containers with freight arrive daily at the industrial enterprises and organizations of Ternopol' and the oblast. And everywhere they are awaited with impatience. It happens that a shipment is late--the related industry did a bad turn, fulfilled the rush order late. But it is very annoying when a delay occurs through the fault of a transportation enterprise.

Let us turn to the facts. Through the fault of the recipients in seven months of this year alone the layover of each container for unloading at Ternopol' Station increased up to six hours. Of the 14,000 containers which arrived at transport dispatch enterprise 19695, half were not unloaded punctually. The enterprise, of course, paid 7,536 rubles in fines, but this obviously did not serve as a lesson for the managers.

Absolute calm also reigned at the yard on Sunday, 5 August. They waited for the promised transport for an hour, then another, then began to phone the dispatcher of the transport dispatch office. Finally, 6 of the ordered 10 trucks arrived from motor column 2224, they made two trips each and set off on a wild goose chase. On that day 32 containers were hauled instead of 60 according to the plan, and the layover of a container during that day was increased nearly twofold.

Containers sit idle for days in anticipation of unloading and loading at the main enterprise of the Vatra Association, the cotton combine, the combine plant and the base of the administration of the supply and sale of electrical equipment.

Are not the managers of the above-mentioned enterprises so at ease because they have to pay the fines not from their own pocket, but from the state's pocket?

7807

CSO: 1823

TRANSPORTATION

GRAIN CARS USED TO SHIP LIVESTOCK

Moscow GUDOK in Russian 28 Aug 79 p 2

/Article: "Where the Closed Cars Are Disappearing"/

/Text/ Yelgava. On 13 August closed cars Nos 2565197 and 2605382 with the clear inscriptions: "Self-sealing door, load grain without grain screens" arrived at this car inspection point. But, apparently, the workers of Buzuluk Station of the South Urals Railroad did not notice this inscription, as well as the broad white border. Otherwise it is impossible to explain how on 6 August they could have loaded horses into these cars. It is easy to understand that it is almost impossible to ready closed cars for grain after shipping animals.

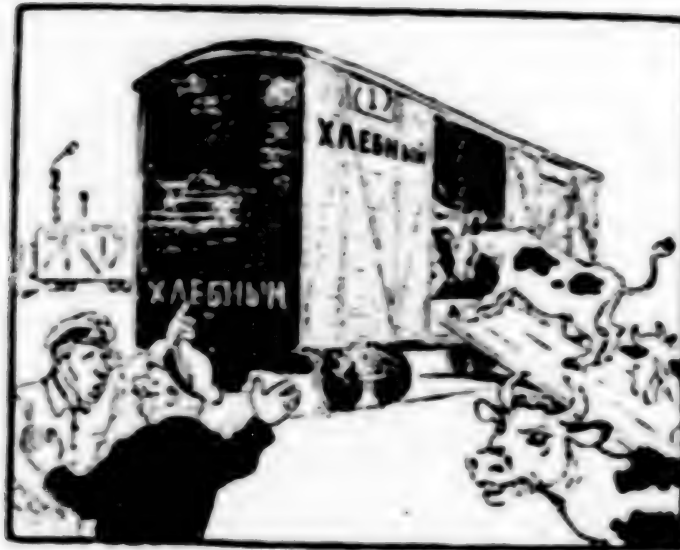
P. Paberez, inspector of the
technical inspection point

Agryz. On 9 August through train No 2478, in which there were 14 closed grain cars, which were loaded with animals directly after factory repair, arrived at our technical inspection point. In spite of the fact that the stencil "grain" was on the cars in conformity with the latest instructions of the ministry, they shipped cattle in them from Ivano-Frankovsk Station of the L'vov Railroad to Kazakhstan.

G. Anoshkin, senior inspector of the
technical inspection point, inspectors
A. Khametov and V. Sharikov

Tayncha. On 11 August closed cars Nos 2336524, 2545257, 2249872, 2203110, 2398020, 2339750, 2528851, 2259410, 2338210, 2281740 and 2569137 arrived at this station from the Tselinnyy Railroad. All of them had undergone factory repair at Stryy Station in July. All had the stencil "grain" and all were loaded with animals less than a month later at the Ivano-Frankovsk Station.

A. Karlovskiy, chief of the technical
inspection point; I. Zhadan, foreman of
the car preparation point; People's
Control worker S. Shevchuk



"If only they had erased the inscription!"

Drawing by V. Fomichev

Key:

1. Grain

From the editorial board. These signals are causing the most serious alarm. It seems that the loading of closed grain cars with animals is becoming the system here and there. This is especially correct with respect to the L'vov Railroad. The cases reported from the Agryz and Tayncha stations are completely identical. Judging from them, on the L'vov Railroad they consider it completely normal initially at their station alone to repair a group of grain cars, and then not far off to load animals into these cars.

Obviously, it will be impossible to put an end to this practice without the intervention of the ministry.

7807

CSO: 1823

TRANSPORTATION

NORTH CAUCASUS AGRICULTURE RECEIVING BETTER RAIL SERVICE

Moscow ZHELEZNODOROZHNIY TRANSPORT in Russian No 7, 79 signed to press
27 Jun 79 pp 4-10

[Article by O. N. Serebryakov, deputy chief of the North Caucasus Railroad:
"High Quality for Transport Servicing of Agriculture"]

[Text] The historic decisions of the July (1978) plenum of the CPSU Central Committee emphasized the development of North Caucasus agriculture and set a number of tasks for the people of the North Caucasus Railroad on improving rural rail service. The instructions of L. I. Brezhnev in his speech at the plenum served as a catalyst for the rail workers. He stated that, together with raising agricultural production, "it is just as important to preserve and deliver each kilogram of produce to the consumer. Here much will depend on the efficient, coordinated and conscientious efforts of procurement, retail trade and transportation organizations, as well as of processing enterprises -- all those through whose hands pass these valuable and necessary products acquired by tremendous amounts of labor."

Here the techniques of advanced agricultural groups, which in collaboration with railroad personnel have made efficient use of rail cars and rapid cargo deliveries, must be widely and speedily applied. Railroad people and their associates in related industries have been called upon to provide farming areas with everything needed for realizing a most important state goal -- to significantly increase agricultural production.

The Initiative of the Sal'skiy Rail Workers

The techniques used by the people of the Sal'skiy branch are a model for rail servicing of rural areas. There are 25 agricultural regions of Rostovskaya Oblast, Krasnodarskiy Kray and Kalmytskaya ASSR, more than 300 kolkhoses and sovkhozes, 20 grain-receiving points, over 100 consumer cooperative enterprises and organizations, and approximately 150 various construction-installation enterprises serviced by the branch. Some 70 percent of the cargo hauled within the branch is agricultural in nature.

Branch personnel have introduced a number of advanced methods for servicing agriculture. Here the first freight support stations were created, as well

as mobile mechanized brigades and columns for unloading agricultural cargo at intermediate stations, and the washing out of cars using high-pressure water pumps was established. Special rolling stock is being used for handling shipments of grain and livestock. Also considerable attention is being given to the strengthening of cooperation among railroad people and shippers and consignees.

The work experience of the branch is of great interest to all groups in railroad, motor vehicle and water transport which interact with workers of kolkhozes, sovkhoses and other agricultural enterprises and organizations.

Integrated competition among branch rail workers and those in associated industries evolved at the beginning of the 10th Five-Year Plan. Since that time it has taken on new forms and been upgraded. In 1976 rail workers, motor vehicle people, and workers from kolkhozes, sovkhoses, Sel'khoztekhnika enterprises and grain-receiving points concluded an agreement covering cooperation and improved handling of agricultural products based on better use of rolling stock. The agreement set down major joint measures for developing loading facilities at branch support stations and sidings and for introducing advanced techniques and methods on organizing operations.

This initiative was approved by the Rostovskaya party obkom and broadly supported by all workers on the line. The Ministry of Railways and Central Committee of the Railroad Workers' Trade Union recommended that this fine undertaking by the Sal'skiy railroad people be introduced on all railroads.

The integrated competition is basically a new form of rivalry between enterprises of various departments which are involved in realizing one of our most important tasks -- to improve transportation servicing of rural areas. It provides for the better use of transport equipment, broad cooperative efforts involving material and technical resources, and improvement in production operations in all competing subelements.

For more efficient use of the capabilities of stations and sections of mechanized divisions involved in loading-unloading operations, the applications of freight yard equipment have been reassessed and usage schedules for sidings and general-purpose areas at important stations have been formulated.

As a result of the work carried out, the overall freight handling on the branch rose by 250,000 tons and grain hauling by 313,000 tons in 1976 over the same period of 1975. Branch rail workers fully met the needs of serviced enterprises and organizations of the competing regions for hauling. Agricultural workers improved the use of rolling stock. Thus, car layover at stations and enterprises of Tseliniski Rayon was reduced by 3.8 hrs over the previous year. This reduction in demurrage permitted the release of 480 cars for additional freight.

By the end of 1976 all 25 agricultural regions served by the branch had embraced the new form of integrated socialist competition which provided for meeting the needs of rural areas for shipment of goods.

Comprehensive Development of the Economy

Creatively applying the experience of Sal'skiy railroad workers, groups from the road's branches drew up organizational-technical measures for improving service to agricultural areas and efficiently utilizing rolling stock in the 10th Five-Year Plan. In accordance with the plan 23 improved routes, 15 mechanized points for unloading mixed feeds, 24 points for cement, and 11 uncovered mechanized depots are being built on the railroad, more than 700 loading-unloading pieces of equipment are being introduced, and the centralized handling of cargoes is being set up at 18 stations.

The Sal'skiy method goes far beyond the relations between rail workers, shippers and consignees. It also provides for the construction of living quarters on a cooperative basis with the railroad as well as the establishment of vacation trips and a mutual cultural exchange, and also covers the interests of many services. In addition, a coordinating council, which directs the everyday work of branches and services and assists in resolving problems involving planning, financing, and construction projects was set up.

During the three years of the Five-Year Plan the amount of equipment at support stations of the road and spur tracks of agricultural enterprises has grown considerably. Many railroad elements and especially the Sal'skiy people have achieved top marks in serving rural areas. In 1978 car turn-around time on this branch was speeded up by 0.02 days, car layover time for a single loading operation was cut by 3 hrs and on spur tracks by 1.7 hrs, and the static load of a car rose by 0.66 tons. The loading plan was successfully carried out.

While fulfilling their accepted obligations, branch specialists developed common industrial processes for work at the Volgodonskaya Station and the Volgodonsk Timber Transshipment Combine, and Salovskaya Station and Malo-Martynovskiy Industrial Railroad Transport Enterprise. Industrial processes have been improved at the Sal'sk, Volgodonskaya and Zimovniki stations, plus at the container facility of the Sal'sk Station, and work techniques with local cargo and empty boxcars have been developed, as well as a new way of handling beet shipments from Krasnodarskiy Kray stations. New agreements on use of spur tracks provide for expanded loading frontage, accelerated car turn-around, and reduced demurrage.

At the Tselina Station operations at the uncovered mechanized depot have been improved with the installation of a KK-12.5 electric gantry crane, and at Sal'sk a new technique in unloading dry cargo from boxcars with a KVM-1102 car-unloader was introduced. Two mobile mechanized brigades have been outfitted for unloading dry cargoes from boxcars at stations where there are no permanent facilities for mechanized loading-unloading operations. Elevator-stackers for unloading timber shipments have been sent to Proletarskaya, Remontnaya and Tsimlyanskaya stations, while the TL-3 tractor loader and MTZ tractor equipped with scraping attachments are being used for unloading dry cargoes at Remontnaya and Peschanokopeyskaya stations. Work on updating freight yards at Sal'sk, Volgodonskaya and Tselina stations is continuing.

More than 866,000 rubles have gone into the major repair and construction of projects connected with freight operations during the three years of the Five-Year Plan. Receiving-departing trackage has been laid at the Zernograd Station and additional tracks have been put down at the car preparation point of Ataman Station. A new washing-repair facility for preparing cars for hauling grain has been built in the branch. Spur tracks have been installed at Trubetskaya, Dvoynaya, Kuberle and Rovnoye stations, while materials and equipment have been provided to help build sidings for enterprises in Zimovnikovskiy and Dubovskiy rayons -- all this done by railroad workers.

Moreover, the branch has spent more than 10,000 rubles on the repair of agricultural implements and over 500,000 rubles have gone into construction work for kolkhozes, sovkhoses and other enterprises.

Jointly with agricultural enterprises and organizations of the rayons, a switching line was built and put into operation at Beloglinskaya Station, station trackage at Zernograd and Zimovniki stations was rebuilt, crane rails were lengthened and the container area surfaced with asphalt at Proletarskaya Station, more than eight kilometers of track were installed and put in use on industrial sidings, eight depots were built, seven cranes installed, two weighing units for cars, two hopper dispensers, five excavators, etc. New buildings have been completed at the Dvoynyanskiy and Tseliniskiye elevators and a mixed feed shop at the Kirovskiy Grain Receiving Enterprise. A base for unloading cement destined for kolkhozes and sovkhoses was set up in the rayon center Tselina, while the Sal'skiy rayon branch of Sel'khoztekhnika introduced a second KK-10-25 crane and equipped a platform for unloading hopper cars.

In the laying of the receiving-departing trackage at the Sal'sk Station, the agricultural enterprises performed all the foundation work since they had available powerful earth-moving equipment (scrapers, bulldozers and excavators). Over the three years 950,000 rubles went into the development and improvement of the branch's production facilities through the joint efforts with agricultural organizations and enterprises.

On the Basis of Cooperation

Implementation of a number of major organizational-technical measures for improving the use of rolling stock permitted rural workers to reduce car demurrage against established norms on 21 sidings and against 1977 figures on 82 sidings. Last year enterprises and organizations in Tseliniskiye Rayon lowered car demurrage by 2.7 hrs, in Zimovnikovskiy Rayon -- 1.5, in Tsilyanskiye Rayon -- 1.5, in Sal'skiy -- 1.2, and in Orlovskiy -- 0.8 hrs.

The primary indicator in socialist competition among associated industry workers is how well the shipment of grain and other agricultural products is handled. In 1978, despite unfavorable weather conditions, agricultural workers brought in a good harvest and rail workers from the Sal'skiy branch handled the shipments in a timely manner. The close working relationships

between station personnel, individual shifts and farm teams contributed greatly to this. Competition among workers of Teelina Station and the harvest transport team at the Moskovskiy sovkhoz headed by Hero of Socialist Labor N. V. Bochkarev was widespread during the busy harvest period. A group under assistant stationmaster A. A. Plenokosova at Dvoynaya Station competed with a team headed by Hero of Socialist Labor G. A. Anufriyenko.

The competition also included a team led by the famous farmer Hero of Socialist Labor N. V. Pereverzevoy from the Put' Lenina kolkhoz against a group from Peschanokopskaya Station. Rail workers from Trubetskaya Station and farmers of the Gigant grain sovkhoz vied under the slogan — "Top transport support for agriculture."

In the third year of the Five-Year Plan workers at the Sal'skiy branch overfulfilled the grain hauling plan by more than 44,000 tons. In addition, bulk grain carriers and other specialized rolling stock represented 39.9 percent of the cars dispatched, which meant a reduction of more than 200,000 rubles in transport costs of the nation.

The flow of grain from the Don proceeded without interruption. The large-sized kernels moved to the elevators in ever increasing amounts. The receipt of it at procurement points was a matter of utmost importance. Therefore the shipping of the grain from rail accessible elevators was the main concern of Sal'skiy rail workers in July. More room had to be created. Here is one example: on 22 July branch personnel dispatched 371 grain cars against a quota of 109. Workers at the Sal'sk Station dispatched 2 grain trains that day, 10 times the daily plan, and the people at Trubetskaya Station overfulfilled the plan by 4 times. The rayon party organizations and enterprises provided a great deal of assistance in the preparation of cars.

Having broadly spread the initiative of workers from Rostovskaya Oblast — "Work with no slowdowns" — all branch enterprises met their carrying and financial figures. Stationmasters at Proletarskaya Station N. V. Skokov and Ataman Station D. Ya. Motov, train dispatcher V. A. Zhelestsov, transfer agent at Zimovniki Station L. A. Yermolenko, machinist at the Sal'sk locomotive yard A. I. Levchenko, assistant stationmaster at Kuberle Station M. V. Buchnev, car inspector at the Sal'sk Station's maintenance yard P. D. Pedan, roadmaster of the Sal'skiy track division M. T. Savostin, yardmaster at the Sal'sk Station I. P. Pelikh, and many others are all able organizers of the cooperation between rail workers and agricultural people.

Units of the enterprises and organizations of Proletarskiy Rayon in Rostovskaya Oblast and Proletarskaya Station are an example of this cooperation. Here much work has been carried out on mechanizing the loading and unloading of freight, expanding loading frontage and improving sidings serving it, and organizing cargo operations. Elevator-stackers have been located in the heavy-cargo unloading area, crane coverage has been extended, the container storage area has been hard-surfaced, and the cattle-loading platform has been repaired. Electric hoists have been installed on the spur serving the rayon

branch of Sel'khostekhnika for moving cars, while an additional position for loading mixed feeds has been established on the elevator siding.

An operations staff was set up for the efficient use of rolling stock and is headed by deputy chairman of the rayispolkom P. T. Kovalev.

As a result, cargo handling at the station rose by 26.5 percent and idle car time during one loading operation was reduced by 0.63 hrs during the last 3 years. During this same period personnel of the Sal'skiy rayon branch of Sel'khostekhnika lowered car demurrage during loading operations by 2.2 hrs, while demurrage dropped by 1 hr at the Tselinskiy elevator.

Workers of the Krasnodarskiy branch are achieving excellent results in their competition for increasing transport service efficiency. Railroad people, as well as workers from the kray grain-products and sugar industry administrations, Sel'khostekhnika, motor transport administration, procurement organizations, kolkhozes and sovkhoses, have compiled an excellent record in organizing agricultural shipments from the Kuban'. Close cooperation was especially evident in the period of heavy harvest shipments. In the branch all problems related to the preparation, delivery, loading and dispatching of cars were quickly handled. This permitted all agricultural goods to be transported in full, on time, and without loss.

Personnel at grain-loading stations concluded an agreement with workers at elevators, grain-receiving points, Sel'khostekhnika enterprises and sugar plants. Increased obligations were adopted. Working closely, railroad people and workers from transport elements of grain-loading and procurement organizations reduced car demurrage on sidings of grain-loading combines at Krasnodar Station by 1.5 hrs, at Novorossiysk Station by 0.5, at Ust'-Labinskaya Station by 0.4, and at Protoka Station by 0.9 hrs over the previous year. Demurrage at enterprises of the kray grain-products administration were lowered by 0.3 hrs, at those of Kraypotrebsoyuz — by 0.3 hrs, and at those of Sel'khostekhnika — by 1.2 hrs as a result of the wide use of socialist competition among branch personnel and workers in associated industries.

The Krasnodar branch services hundreds of kolkhozes and sovkhoses in the Kuban'. Large quantities of inert-type materials, which are being unloaded at little-used stations, are arriving in Krasnodarskiy and Slavyanskiy rayons in conjunction with the development of rice-growing in the Kuban'. For servicing these stations a loading-unloading system was developed by engineers K. D. Pilavov and E. P. Gortan' and a mobile mechanized column established. The column contains a microbus for hauling workers, a trailer, a T150K tractor equipped with a scraper for unloading dry cargo from flatcars, and a TL2 tractor scoop. This new method of handling loading operations at little-used stations has yielded an annual savings of 30,000 rubles.

KVM-1102 car-unloaders have been introduced in the branch for handling dry cargoes in boxcars. Considerable attention is being given to building

freight facilities. A new uncovered mechanized depot has been built at Bryukhovetskaya Station and a car scales with a capacity of 150 tons has been introduced at the Novorossiysk Station for weighing grain cargoes. A terminal for large-sized containers and the first section of a freight yard complex were constructed at the Krasnodar sorting yard.

The branch is providing assistance to agricultural enterprises in the installation of electric gantry cranes on sidings and with deliveries of ballast, crushed rock, rails and ties. Based on plans drawn up by railroad people increased trackage was installed at a sugar plant (Dinskaya Station) and also at Poltavskaya and Protoka stations. Meanwhile all construction work at general usage areas was performed with kolkhoz resources. Reinforced concrete slabs, gravel, cement and other building materials were supplied by the branch.

The centralized movement of cargoes to kolkhozes and sovkhoses from general usage areas at Timashevskaya, Ust'-Labinskaya, Korenovsk and other stations was established jointly with the kray Sel'khoztekhnika association. The branch performs the dispatching operations and the loading of cargo into Sel'khoztekhnika vehicles.

Based on plans of the joint production-technical council increased trackage on the siding of the sugar plant and a special hopper for unloading unrefined sugar were built at Dinskaya Station. This made it possible to more rapidly unload cars with sugar beets and trains with industrial stone.

Socialist competition is widely found among refrigeration technicians and dispatchers in the branch for accelerating the movement of perishable cargoes. Technician N. M. Kravchenko and train dispatcher V. G. Globa are achieving excellent results in fulfilling their adopted obligations. This has resulted in a speeding up of turn-around time for refrigerated rolling stock by 0.44 days.

As a result of the wide use of the techniques of Sel'skiy railroad workers, transport servicing of agricultural areas of Stavropol'skiy Kray (Stavropol' and Mineralnyye Vody branches) and Dagestan ASSR (Makhachkala branch) has improved.

Last year the total freight volume on the road increased by 3.5 percent and loadings by 5.5 percent. In addition, car turn-around was speeded up by 1.3 percent, car efficiency rose by 5.7 percent and locomotive efficiency by 1.4 percent, car layover during one loading operation was reduced by 5 percent, and car layover on sidings was lowered by 2 percent.

Major tasks face our railroad workers this year. The hauling of tractors, motor vehicles, plowing and sowing equipment, mineral fertilizers and oil-gas products has expanded on the line. Preparations for the massive shipment of grain from the 1979 harvest are being made. Railroad people have taken on high obligations for improving agricultural transport service, the fulfillment of which will represent a new contribution toward our nationwide effort of further developing agriculture and increasing its efficiency.

TRANSPORTATION

MEETING OF USSR MINISTRY OF CIVIL AVIATION REPORTED

Moscow VOZDUSHNYY TRANSPORT in Russian 28 Jul 79 pp 1-2

[Article: "The Success of the Matter Will Be Decided by the Close Unity of Economic Activity, of Ideological, Labor and Moral Training: Expanded Session of the Collegium of the Ministry of Civil Aviation"]

[Text] "The Soviet man should know clearly the social significance of his own personal participation in fulfillment of national economic plans, in acceleration of scientific and technical progress as a decisive condition of further strengthening of the might of the homeland, of the victory of communism... Original, creative participation in labor, in social life is the indicator of a man's ideological, civil maturity."

From the resolution of the CPSU Central Committee, "On Further Improvement in Ideological and Political Education Work."

An expanded session of the collegium of the USSR Ministry of Civil Aviation has been held. Its participants considered the question of the tasks of the leadership command staff of civil aviation regarding fulfillment of the resolution of the CPSU Central Committee, "On Further Improvement in Ideological and Political Education Work." The results of Aeroflot's activity in the first half of 1979 were summed up, and an in-depth analysis was given of the status of mass political and ideological training work in the labor collectives and educational establishments of the sector. The session participants gave especial attention to further development of socialist competition, to the struggle for turning Aeroflot into a standard for transport, to insuring high quality of flights, to increasing the regime of economy of fuels and lubricants and other resources, and to all-possible development of businesslike, constructive criticism and self-criticism. Remarked was the necessity of developing

among aviation workers intensified vigilance toward everything new and advanced, and at the same time a burning intolerance, implacability toward any kind of shortcomings. There sounded clearly in the report and speeches the idea of the necessity of all-possible improvement in the forms and methods of economic and educational activity, of insuring their inseparable unity, of striving for, as it is stated in the resolution of the CPSU Central Committee, "compulsory acceptance and promulgation of practical measures according to critical signals, and also according to materials disclosing advanced know-how."

A report to the expanded session of the collegium of the Ministry of Civil Aviation was presented by the Minister of Civil Aviation, Chief Mar Avn B.P. Bugayev.

Taking part in the work of the session were department heads of the CPSU Central Committee N.I. Savinkin, Ye.M. Tyazhel'nikov and other responsible officials of the CPSU Central Committee and the USSR Council of Ministers.

From the Report of Minister of Civil Aviation B.P. Bugayev

The workers of our country and countries of the socialist camp have greeted with unanimous approval the resolution of the CPSU Central Committee "On Further Improvement in Ideological and Political Education Work." On the basis of the decisions of the 25th congress, the speeches of comrade Leonid Il'ich Brezhnev, and the principles of his books "Malaya Zemlya," "Vozrozhdeniye," and "Tselina," formulated in the resolution are the basic demands of the party regarding ideological and political education work under today's conditions.

In regarding communist education as an important front in the struggle for communism, the party proceeds from that more and more dependent on the successes of ideological and political education work is the course of economic, sociopolitical, and cultural development of society.

The CPSU Central Committee manifests constant concern about development of civil aviation, about the ideological and political training of its workers. The ministry, the leadership command staff in outlying areas constantly feel the assistance of the central committees of communist parties of the union republics, the kray committees and oblast committees of the party, which actively influence the activity of our enterprises, institutions and educational establishments.

In recent years much experience has been accumulated by our agencies in political education work. Their role has increased, including in the work with cadres, and in strengthening discipline. Jointly with party organizations they participate actively in training aviation workers in

the spirit of high moral fiber, of selfless devotion to the party and the homeland, they mobilize the workers for shock labor. Our managerial cadres have also increased their activity in the organization of political education work. Right now we have a strong ideological aktiv. In its make-up are about 35,000 propaganda specialists, lecturers, speakers and political informants. In the current year over 145,000 aviation workers studied just in the system of party training.

The characteristic features of activity of collectives of the sector have become high political and labor activity, mass manifestation of labor valor, and widely developed socialist competition for early fulfillment of the assignments for 1979 and the five-year plan as a whole.

The state plan of three and a half years of the five-year plan was fulfilled for all the basic and the majority of calculated indicators. Carried were more than 337 million passengers and 9.6 million tons of freight and mail. Earned was 428 million rubles of above-plan profit. Also being fulfilled are socialist obligations. Figures, I know, are dry, but, undoubtedly, they are demonstrative. They tell about the intense daily labor of all aviation workers, about the great organizational and political education work of the leading cadres, the party, trade union and komsomol organizations.

In our country being realized consistently are the program goals of the party in the field of formation of the communist consciousness of the Soviet people. However the Central Committee of the party frankly points out that the quality of this work far from always corresponds to the growing educational and cultural level, to the demands of the Soviet people. Inadequately considered are the dynamic nature of socioeconomic processes and the spiritual life of society, and the character of the sharply aggravated ideological struggle on the international arena.

The shortcomings pointed out in the resolution also pertain to civil aviation. Certainly in the recent period Aeroflot has been developing at rapid rates. The aircraft fleet is being renewed, and the ground physical plant has been strengthened. But the main thing is that quality changes have taken place in the people. Even 10 years ago only one-third of the aviation specialists had higher and secondary training. Today almost every second aviation worker is a certified specialist. At times educational work is reduced only to mass-political measures "for all." Often many people speak about a complex approach, but the work is conducted unsystematically, according to the old method. In political and economic training in outlying areas, in mass forms of propaganda and agitation we still have a great deal of formalism.

The success of political and economic training wholly depends on the theoretical and methodical level of the propaganda specialists, the speaker noted further. This is why it is necessary boldly to select, teach and train the propagandists, to surround them with concern, to create the

conditions for work. The task of the day is to increase the feeling of responsibility for the content and outcome of educational work, to aim for a search for new forms and methods of working with people.

The resolution of the CPSU Central Committee demands an increase in the efficiency and concreteness of propaganda and agitation, a connection with life, with the solution of economic and political questions. In civil aviation much experience has been accumulated in organizational and political work for backing up large economic tasks, including agricultural ones.

Last year, for instance, and in June and July of this year in Kazakhstan working simultaneously were up to 900 aircraft, about 4,000 people from many administrations. At all levels, from the ministry to the crew, implemented was a complex system of organizational and political measures for mobilization of the aviators for successful solution of this very important task. As a result in short periods and with high quality the chemical weeding of grains was performed on an area of over 12 million hectares, aviation equipment was utilized effectively, flight safety, a high level of organization and discipline were insured. Here is a good example of the combination of economic and political activity, the training of aviation workers in the process of production.

Unfortunately, still not everything is as it should be here. The effectiveness of education work is lowered considerably where a gap appears between the word and the deed, where unity of organizational, economic and ideological work has not been attained. The struggle for fulfillment of the plan is not always insured flexibly and with quality by effective political education work.

Let us say, a number of administrations has not coped with the plan assignments. The Yakutsk administration has not managed with respect to passenger turnover and growth in labor productivity, the Tyumen'--with respect to total volume of haulings and growth in labor productivity, and the Magadan has not managed with respect to flight hours of the PANKh [expansion unknown]. Of course, this was affected not only by shortcomings in political education work. First of all it is a matter of those who are called upon to provide clear organization of labor, economically skilled management, and strict observance of planning discipline.

In speaking about the close connection of propaganda and agitation with the solutions of political and economic tasks, comrade B.P. Bugayev dwelled on the economical expenditure of all types of fuel and power resources. It is necessary especially to stress that on the agenda are questions of a thrifty attitude not only toward aviation fuel, but also toward other types of sources of energy. During six months for Aeroflot as a whole a saving of kerosene was attained. But then in the Far East, West Siberian, Arkhangel'sk and Turkmen administrations there was a considerable overexpenditure of fuel. In certain administrations there are large fines for overexpenditure of electric power and gas. It is worth

reminding once again that rational, economical expenditure of fuel and electric power is the duty of all aviation workers.

Civil aviation operates during the whole year, round-the-clock. For us there is no start of the day, no end to it. In a number of administrations control has weakened over the provision of flights namely under complex meteorological and night-time conditions, and also in the transitional periods of the year. We justly make high demands of the flying staff. But exactingness must be combined with constant concern about the organization of the labor, leisure and daily life of the pilots. In a number of airports--Khabarovsk, Bykov, Tyumen', Tolmachev, Chita, Irkutsk--the relaxation and feeding have been organized wretchedly, guilty of which are primarily the local leaders.

One cannot help but dwell on such an important question as discipline. Its status does not fully answer the growing demands, and in a number of administrations and educational establishments it is on a low level. An especially unfavorable situation has taken shape in the Yakutsk, Komi, Tyumen', West Siberian and Far East administrations, in the Aktyubinsk, Kirsanov, Irkutsk and Buguruslan schools.

The situation regarding discipline is poor where the managerial cadres, and the public organizations conduct the work for strengthening discipline poorly without a system, where they operate according to the principle "something will come out of it." Certain leaders have resigned themselves to a low state of discipline, they underestimate its significance, they do not manifest high principles, demandingness, responsibility and control. Still not all of them have gotten rid of the striving to smooth over the sharp corners, to embellish the state of affairs.

The strengthening of labor and state discipline is a large reserve in fulfillment of the tasks placed before civil aviation, in improving the effectiveness and quality of our work. Every leader should remember this. And it is necessary to fight for this.

The charge of great political force is borne by socialist competition, said comrade B.P. Bugayev. It is necessary to utilize its potentials more fully in the matter of education. When summing up the results it is necessary to consider along with the production indicators also the status of educational work, of discipline. It is necessary widely and flexibly to introduce the advanced initiatives of the labor collectives and of individual aviation workers. Good undertakings, good initiatives need not only praise, but also constant support.

This is how it is necessary to approach the patriotic movement "Aeroflot Must Become the Standard in Transport." The basis of it should be the results of acceleration of scientific and technical progress, of strengthening the material and technical base, of improving management, particularly planning, the high effectiveness and quality of work, and

organization and labor discipline. The path of the struggle for the standard is as follows: from the model crew, the UVD [flight control] point, the object of communication to the model service, the enterprise, and, finally, the sector as a whole. The task set forth by the 25th CPSU Congress of fuller satisfaction of the demands for air transport should be fulfilled with high effectiveness and quality, in a word, in an exemplary way. In this is the essence of the "Aeroflot Should Be the Standard in Transport" movement.

International air communications are taking on more and more political significance. Aeroflot flies to 34 countries in the world. The international pilots have met the six-month tasks. Ten new air routes have been opened.

The achievements of Soviet civil aviation are a firm foundation for successful development of the air transport of fraternal countries of socialism, a weighty contribution to the matter of strengthening solidarity with the peoples of the countries of the socialist commonwealth. In strengthening the ties with aviation enterprises of fraternal countries important significance is given to the long-term target program of cooperation in the field of civil aviation, adopted by the 33rd session of CEMA.

Our primary task is to develop international air routes, to increase their effectiveness and quality. A special place is occupied by advertising and information work. In this area we still do not have enough militance, offensive action, concreteness and efficiency in showing through the achievements of Aeroflot the great successes of our country.

The urgent task of political education work is to develop an offensive character of propaganda and agitation, to support everything that is advanced and promising. It is possible to say with assurance that the moral and political climate in Aeroflot as a whole corresponds to today's demands. Confirmation of this is the selfless labor of the absolute majority of aviation workers, which has become for them a matter of honor, valor and heroism. This is an indicator of the ideological and civil maturity, the level of political consciousness. In addition, we also have cases of negative phenomena, which is discussed in the resolution. Recently in a number of administrations and associations cases of distortion of reports, exaggerations, and deception have been disclosed. For instance, in the Magadan, Yakutsk, and Far Eastern administrations.

A subject of constant concern and attention should be our aviation youth--the future of civil aviation, its pride and hope, the speaker noted further. The most important task of the leadership command staff, the political workers, party and komsomol committees is to embrace with ideological influence all groups of the youth in Aeroflot. This is how the Central Committee of the party states the task.

It is impossible to shut our eyes to the serious flaws in setting up the political education work with the youth. The majority of those

working in enterprises of PANKh, it is known, are young pilots, not having sufficient living and occupational experience. And namely here many violations of flying discipline are committed.

Exceptionally important is the role of our educational establishments in the formation of high ideological, professional and moral qualities among the students and pupils. The system of training aviation specialists which has become established in Aeroflot justifies itself on the whole. The vuzes and colleges, fulfilling the decisions of the 25th party congress, are providing the sector with skilled cadres and basically they are satisfying its needs. In the educational establishments many initiatives have been born directed at strengthening the communist education of the youth. Plans of political education work for the whole period of instruction are being realized. A complex approach to education is being introduced. In the academy there has been scientific development of recommendations for the teaching of social disciplines. Socialist competition between the vuzes is being unfolded. And still at times the students and pupils demonstrate poor knowledge of Marxist-Leninist theory. Graduates of the vuzes do not acquire adequate skills in organization of production, in the conduct of social and political measures.

There is little involvement of scientists in the improvement of ideological and political education work. It is necessary for the ministry, the leadership of the academy and other vuzes to coordinate the efforts, to work out and implement practical measures for raising the scientific level of political education work. It is necessary to broaden the theme of sociological research, more actively to attract scientists for development of methodical recommendations on questions of communist education of aviation workers, students and pupils.

The CPSU Central Committee and the USSR Council of Ministers recently adopted a resolution "On Further Development of the Higher Schools and Improving the Quality of Training Specialists."

At the present stage, as required by the Central Committee, there should be an increase in the responsibility of the leading cadres for the educational results of economic activity. At any section the leader is obliged to consider the sociopolitical and the educational aspects, to be sensitive to the people, to their needs and requirements. In evaluating the work of the leaders and management personnel it is necessary to look not only at the indicators of fulfillment of production plants, but also at the level of discipline, the moral and political climate in the collective, the working and living conditions of the aviators.

The facts show that not all our leaders thoroughly realize the significance of the educational consequences of economic activity. Everyone understands, for instance, how acute is the question of distribution of housing. At the same time there are violations in this matter. Here are only some of the airports: Ulan-Ude, Bykovo, Voronezh, Irkutsk, Yuzhno-Sakhalinsk, and Kurumoch.

It is stressed in the resolution of the CPSU Central Committee that today held responsible before the party for the status of political education work, noted comrade B.P. Bugayev, to an equal degree are both workers in the ideological front and organizers of production.

On the whole our leaders have increased their personal participation in ideological work. More than half of the propagandists in the sector are from among the leadership command staff. But the practice of regular speeches by economic leaders to the collectives on questions bothering the aviation workers, and the conduct of united political days have still not been sanctioned everywhere. But yet this is an important factor in information and training, in creating a healthy moral and political climate in the collectives.

We are also encountering facts of a neglectful attitude toward critical materials in the press. Individual managers and workers are not taking effective measures for elimination of revealed shortcomings, they are allowing formalism and procrastination during responses to the editors of newspapers and journals. The party is demanding leaders of all levels to regard attentively the statements of the press, to react opportunely and in a businesslike way to criticism.

Standing out in the resolution of the Central Committee is this demand: create an atmosphere of principle, of comradely exactingness and attention to each person, find the way to his mind and heart, skillfully conduct individual work with people. In following this order our leaders must tirelessly improve the art of a careful attitude toward people. Unfortunately, certain leaders substitute educational work with administration.

In the light of the party demands we give great significance to the questions of receiving citizens, to reviewing their letters, complaints and proposals. It is no secret that individual leaders approach the requests of the workers inattentively and formally, they manifest bureaucracy and red tape when reviewing complaints and proposals. The problems touched upon in the citizen receptions often are not generalized. But certainly the results of the analysis should be used for evaluation of the performance of the administrative apparatus.

I will dwell on certain problems of social development of the sector, particularly on housing. During the years of the 9th and 10th five-year plans we have put into operation about a million square meters of housing, we have built kindergartens and nurseries with a total capacity of over 3,300 places. But this is not enough. Many aviation workers and their families are not provided with housing. There is a shortage of 15,000 places in our dining halls. The demand for children's preschool institutions has been satisfied by approximately one-half.

Alarm is aroused even more so by the fact that in recent years there has been a considerable lag in its introduction. This year the plan for

housing construction is not being fulfilled. The situation is especially bad in the East Siberian, Turkmen, and Yakutsk administrations and in "Aviarenont."

The Central Committee of the party is demanding an improvement in the work with cadres. Proper selection, placement, objective evaluation of the merits and shortcomings of the workers--this is an important component of creation of a businesslike, creative atmosphere in each collective. However certain leaders are not trying to learn the correct methods of administration, they are lagging behind modern demands and as a result turn out to be incapable of carrying out leadership in the section entrusted. Hence the task is the training of the educators themselves, of inculcating in them a high sense of party responsibility for the cause which they serve.

It is necessary to see to it that each economic leader, teacher in a vuz or college is an example of communist moral fiber, of party spirit, moral purity and nobility. For this it is necessary to wage a struggle against those who do not observe these demands. It is necessary to promote the development of principled, open and constructive criticism and selfcriticism. It should be conducted both "from above" and especially "from below," just observations can be made to any worker, regardless of the position held.

In conclusion comrade B.P. Bugayev said that our high duty is to publicize the resolution of the CPSU Central Committee, to bring its principles and demands to the consciousness of each aviation worker.

It is the duty and obligation of all communists in the sector actively to fight for unconditional fulfillment of the resolution, to implement a complex approach to the whole business of education. Here it is necessary always to remember that the core of ideological and political education work has been and remains the formation among Soviet people of a scientific world outlook, selfless devotion to the cause of the party, to communist ideals, love for the socialist fatherland, for proletarian internationalism.

Let me express confidence that the leadership command staff, the party, trade union and komсомol organizations of the sector will unfold active work for fulfillment of the resolution of the party Central Committee, they will insure an improvement in the quality and effectiveness of ideological and political education work. This will be the firm basis of successful fulfillment of the quotas for 1979 and the five-year plan as a whole, of all the tasks placed by the party and the government before civil aviation.

From the Speeches of Session Participants

N. Bulanov, chief of the Moscow Transport Administration

Constant and ever-increasing attention is being given to improvement of the educational process here. The results of this work are evident in the growth in the political consciousness and labor activity of aviators. As a result the Moscow Transport Administration is operating without flying accidents. The plan for sector passenger turnover was fulfilled by 102.6 percent, the regularity of flights was increased by 2.6 percent, and stable growth in labor productivity was secured. However we are fully aware that even in our activity there are essential shortcomings. These were pointed out, in particular, by the commission of the Ministry of Civil Aviation which recently inspected the work of the Moscow Transport Administration (MTU). We are still not without violations of discipline, and not everywhere have all the leaders conducted educational work with subordinates.

Now the situation has changed noticeably. Practically the whole leadership command staff of the administration is taking part actively in the conduct of political education work. Especial attention is being given to still more wider utilization of the mighty force of the socialist competition. All this, undoubtedly, will help the collective of the Moscow Transport Administration to advance to new, still higher labor frontiers, to fulfill the assignments of the five-year plan and successfully to contribute to turning Aeroflot into the standard in transport.

I. Vasin, chief of the Academy of Civil Aviation

Raised in the report were concrete tasks for further improvement of all forms of ideological and political education work in civil aviation. These tasks and the just criticism demand from each of us an increase in his own personal contribution to improvement of our scientific and pedagogical activity.

After the publication of the resolution of the CPSU Central Committee a whole complex of measures was implemented in the academy. Taking into account the demands of this very important document the curriculum and the plan for political education work for the forthcoming academic year were revised. This, in particular, provides for meetings with front-ranking workers and veterans of Aeroflot, visits to Lenin-related sites in Leningrad, and an increase in attention to tutorship. A special seminar has been organized for improvement of the methods of teaching social disciplines. The scientific forces of the academy jointly with the Administration of Political Education Work of the Ministry of Civil Aviation have worked out a method of conducting political education work for strengthening discipline.

For the first time in the academy specialists with a higher education are being trained for political education work. In connection with this I want to direct the attention of the civil aviation administration to the necessity of more carefully selecting applicants for this specialty.

V. Kolosov, chief of the Leningrad Administration of Civil Aviation

In our administration a clear system of improvement of political education work has been established. Often the different aspects of it are considered in the administration council. Conducted during the year are not less than two educational methods conferences, the goal of which, first of all, is to insure consistency and continuity of ideological and political education work, using for this the experience of the Leningrad party organization, the foremost collectives of the city, and, second of all, to improve it using the know-how of Aeroflot.

We are carrying on ideological and political education work under the leadership of the Leningrad party organization. We have established strong ties with local party agencies. The experience of moral training in the Leningrad Administration of Civil Aviation has been noted at the plenum of the CPSU oblast committee.

However there are also flaws in the organization of political education work. We still do not always coordinate ideological activity with the plan for economic and social development of the collective, we are still not giving enough attention to individual educational work. These deficiencies in the organization and conduct of political education work must be eliminated by us in the very near future.

I want to raise a question: now, when in civil aviation there are two higher schools--the Kirovograd and the Aktyubinsk--is it necessary for the academy to train ship commanders with a higher education? I feel that it should first of all train organizers of flying work who are excellently prepared in a political respect.

D. Molchanov, deputy chief of the Riga Flight Engineering School

The question discussed today has especially important significance for workers in educational establishments. Certainly our pupils are the countenance of tomorrow's Aeroflot.

Guided by the resolution of the CPSU Central Committee, we are already doing a great deal for improvement of the forms and methods of political education work. The resolution has been made the basis of lectures, political information and visual agitation. A new plan of political education work is being compiled taking into account its statements and conclusions. The thematic plans for social disciplines have been reviewed.

In political education work we are devoting a large part to labor education. The construction detachment of the school during 10 years of existence

held the prize positions nine times. This year the task was set of assimilating the komsomol million.

We have established firm ties with organizations in culture and art in Riga. Established in the plan of military patriotic education are permanent contacts with sailors of the Baltic Fleet, twice a winner of the Red Banner.

We also understand our shortcomings. In the school there are still many cases of violation of discipline. We are taking measures in order to correct the situation.

Taking advantage of the opportunity, I want to say that we are very disturbed by the quality of the recruitment in the school. It is unsatisfactory. This indicates poor work in the production subdivisions regarding vocational orientation. In the production enterprises often our graduates are not given enough attention. We have complaints from them that consideration is not given to their requests about housing, or about increasing their class rating.

B. Yedinovich, deputy general director of the Central Administration of International Air Routes (TsUMVS)

Adoption of the resolution of the CPSU Central Committee has vast fundamental significance for each aviation worker. For our administration it is especially substantial and great: indeed by virtue of the specific nature of official activity the majority of workers in the TsUMVS to one degree or another comes in contact with our country's foreign guests. This puts on us especial responsibility since any shortfall, each, it would seem, insignificant miscalculation brings perceptible physical and moral detriment. We see the path to elimination of the existing shortcomings in the further improvement of political education work, in increasing exactingness toward the whole leadership command staff of the administration, toward every aviation worker and particularly toward the communists.

At the foundation of all the activity of the leadership command staff and political workers of the Central Administration of International Air Routes today is a complex system of training the personnel, of propaganda of the moral principles of our socialist society, the Soviet way of life.

Ye. Kitov, chief of the All-Union "Aviaremont" Association

Scientific and technical progress is the foundation of growth in the effectiveness of production. It is necessary to stress that introduction of the achievements of scientific and technical progress is the business not of the engineers alone. A huge part is played by workers, technicians, by whose hands these achievements are brought to life. And here due attention should be given to the foreman, not only as an organizer of production, but also as an educator.

In the system of our association a rally of the front-ranking foremen was held. Conditions were worked out for a competition for the title of "Best Foreman-Educator."

In our political education work we consider that recently there has been an increase in the number of people with a secondary and higher education, and new complex specialties have appeared. We are also aimed toward this by the resolution of the CPSU Central Committee. There is still much work ahead of us for its realization.

I. Savchenko, deputy chief of the Tyumen' Administration

In the resolution of the CPSU Central Committee it is stressed that the core of ideological, political education work has been and remains the formation of a scientific world outlook in the Soviet people, and tireless devotion to the cause of the party, to communist ideals. The overwhelming group of the workers is attracted to party-political and economic training at enterprises of the administration. The majority, studying theory and advanced know-how, successfully applies the knowledge received in practice, introducing it into production.

The leadership of the administration is taking effective measures for increasing the role of the leadership command staff, for attracting each commander and leader to the conduct of political education work. An in-depth study of the advanced know-how of political education work is being conducted. For the Tyumen' administration this is especially important, since all the labor collectives of aviators in Tyumen' are young people. This is why especial attention is being given to the experience in conducting political education work apart from the base.

I. Kabakov, secretary of the Central Committee of the Trade Union of Aviation Workers

In the arsenal of the diverse means of educational work one of the chief places is occupied by socialist competition, the movement for a communist attitude toward labor. In Aeroflot this is reflected in a whole series of patriotic movements and initiatives, such as "Work Without Laggards," "A Worker's Guarantee For a Five-Year Plan of Quality," "The Highest Productivity For Each Route," and others. Jointly with the Administration of Flight Service of the ministry worked out here and being introduced are personal accounts of the effectiveness of the work of transport aviation crews.

Now, when the task has been set forth of turning Aeroflot into a standard for transport, we must strengthen still more the mobilizing and educational role of socialist competition, we must eliminate the formalism encountered up to now in its organization.

Still not all the leaders of aviation enterprises are utilizing in full measure the potentials of the culture centers for ideological support of the competition. Here and there club institutions are not being used according to their designation but have been adapted to management needs.

Also requiring increased attention is the political education work among the youth in dormitories. It should be combined with constant concern about the daily life of the aviators living there, about the creation of good opportunities for cultural recreation, for interesting and useful utilization of the free time of the young aviation workers.

A. Mitsuk, Secretary of the Party Committee of the Alma-Ata Aviation Enterprise

The ideological aktiv of our enterprise is conducting systematic work for realization of the resolution of the CPSU Central Committee. Having become an outstanding phenomenon are the party meeting devoted to heightening the vanguard role of the communists in mobilization of the labor collectives in the struggle for turning the aviation enterprise into a model one in light of the demands of the resolution of the party Central Committee.

The conditions of socialist competition were reviewed on the initiative of the party committee and the best propaganda workers. We assisted workers in the enterprise in the development of more than 450 counter plans and about 300 individual socialist pledges.

The inseparability of economic and ideological-educational activity contributes to the organization of unified political days. Now the leadership command staff is conducting political education work not in an incidental way, but daily, systematically, directly on the spot, in the labor collectives.

With the start of the new academic year the courses in the system of political and economic training will be conducted by 140 ideological workers, the majority of whom are communists.

In summing up the results of the speeches, the minister of civil aviation B.P. Bugayev once more directed the attention of the participants of the session of the collegium to that great work which they, the commanders and political workers, must do in order to bring to

each aviator the essence and sense of the resolution of the CPSU Central Committee. He especially stressed that each chief of an administration, commander of an aviation enterprise, or director of a plant should feel deeply that he is also a political worker.

The minister directed especial attention to the need for the strictest economy of fuel and power resources. Addressing the leaders of educational institutions, comrade B.P. Bugayev once again recalled the demand to train not only good specialists, but also ideologically tempered, politically mature people.

The collegium passed an appropriate resolution on the question discussed. Also reviewed and approved at the session was a complex plan of measures regarding fulfillment by workers in civil aviation of the CPSU Central Committee resolution "On Further Improvement in Ideological and Political Education Work."

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TRANSPORTATION

DEPUTY MINISTER OF CIVIL AVIATION DISCUSSES FUEL CONSERVATION MEASURES

Moscow VOZDUSHNYY TRANSPORT in Russian 2 Aug 79 pp 1-2

[Article by Yu. Mamsurov, deputy minister of civil aviation: "Economically Consume Fuel and Energy Resources"]

[Text] The "Main trends in the work of civil aviation on conservation of fuel and energy resources" were confirmed in July of this year at the Ministry of Civil Aviation. The movement toward a thrifty and economic attitude toward all types of fuel and energy resources is being expanded at all enterprises and subdivisions. Aeroflot has now become one of the largest consumers of fuel. That is why it is important for each specialist to intelligently and thriftily utilize the national property -- fuel, coal, gas and electric energy -- at each job site.

The significant growth in the volumes of air shipments and emergence of the latest aviation equipment onto the routes increase the consumption in the field of fuel and other types of energy. Therefore, one of the most important problems at Aeroflot recently has become that of economical consumption of fuel and energy resources. As Comrade L. I. Brezhnev said in a meeting with electors of the Bauman Electoral District: "There is now no more important matter than economic and maximum efficient use of all our capacities and resources." The CPSU Central Committee and the USSR Council of Ministers in the decree "On providing the national economy and the populace with fuel, electric energy and thermal energy during the fall-winter season of 1979/1980," provided a clear program of action to all sectors of the national economy.

Aeroflot, as a modern, technically highly equipped sector of the national economy, is one of the largest consumers of all types of fuel and energy. Important attention has always been imparted on conservation of fuel and energy resources in civil aviation and specific successes have been achieved in this direction. However, the tasks determined in the decree of the CPSU Central Committee and the USSR Council of Ministers demand even more and require a discovery of new methods and a creative, cognitive search for all

reserves and capacities on conservation of fuel and energy resources. Fulfillment of the state plan, the rates of development of the sector and also to a specific degree the regularity and safety of flights depend on solution of this most important political and economic problem in civil aviation.

Many of the advances of scientific and technical progress in the field of aerodynamics, radio navigation equipment and so on have already been realized on operated aircraft and helicopters. Modern aviation and ground equipment have extensive opportunities for conservation of fuel and energy and one must also know how to completely utilize them. Where there is purposeful educational and organizing work and conscientious attitude toward the matter, they are achieving significant conservation of fuel and energy resources.

For example, efficiency experts at one of the repair plants noted that 1.5-2 kilograms of oil leaked out when the oil pump hoses were disconnected. They suggested that a valve be installed to prevent leakage when disassembling the unit. The proposal to replace manual packing of AN-24 engines by packing on a specially installed stand provides a saving of 12 tons of oil annually. The creative approach of the engineers and fliers of Civil Aviation Plant No. 400 made it possible on a technically justified basis to reduce the program of flight tests of the Tu-154 aircraft, which provided a saving of 17 tons of aviation kerosene per flight. A step schedule of testing engines on Tu-154 aircraft, developed and introduced by engineers of the Vnukovo Aviation Equipment Base, considerably reduces the operating time of the engines on the ground and consumption of fuel during preventive maintenance. Specialists of the Riga and Leningrad Aviation enterprises developed and introduced a system of individual regulation of the height of installation and the angle of inclination of the exhaust connecting pipes on special thermal and wind machines. Because of this, approximately 500 tons of fuel are saved annually at each airport.

Unfortunately a different attitude toward conservation of fuel and energy still occurs. Aircraft are frequently filled with an excess amount of fuel, despite the fact that each crew is obligated to precisely calculate the fuel needs. Excess refueling leads to an increase of flight weight, to a reduction of commercial payload and to overconsumption of fuel. An excess of 150 to 300 kilograms of fuel is burned to transport each excess ton of fuel on some types of aircraft as a function of the time and distance of the flight. Moreover, as is known, excess flight weight of aircraft does not contribute to an increase of flight safety. Therefore, the closest attention should be devoted to aircraft refueling.

Let us consider the situation when part of the aircraft in the airfield region is stacked for landing, while another part is awaiting takeoff. Which should be given preference? It frequently happens that preference is given to the aircraft taking off, although it is well known that the fuel consumption of an aircraft in flight is several times greater than that of one on the ground with the engines operating in the low consumption mode.

A line of aircraft with operating engines awaiting takeoff can frequently be observed at airports. Why does this occur? Not so much a specific traffic controller as the still existing formal approach to analysis of regular aircraft traffic is at fault here, which costs us a very high price.

Crucial problems remain in meeting demands for development of new aviation and ground equipment with minimum fuel consumption per unit of transport production.

Complex investigations and extensive analysis of the reserves and capacities for the most rapid and successful solution of a complex of problems to provide conservation of fuel and energy resources have been conducted by a group of managers and specialists of a number of services to supplement the instructions of the Ministry of Civil Aviation. As the investigations showed, the most fuel and energy-consuming spheres of production activity are flight operation of aviation equipment, routine maintenance and repair of aviation equipment and operation of ground facilities, buildings and structures. Therefore, reserves were determined primarily in these spheres.

Some of the effective methods of conservation are included in the following directions of work, implementation of which will produce a significant result in conservation of fuel and energy resources.

Flight operation of aviation equipment includes:

- reducing to a minimum or completely eliminating lines of aircraft awaiting takeoff and landing;
- taxi in to the parking area after landing and make the landing run on the minimum possible number of operating engines;
- extensively practice towing of aircraft after landing and taxi from the runways;
- refuel aircraft and maintain flight conditions in strict accordance with the engineer-navigator calculation for the flight;
- observe the requirements on use of the takeoff mode of engine operation when gaining altitude;
- achieve an increase of flight productivity of each trip (112,000 tons of fuel is saved with an increase of commercial payload by only 1 percent. Moreover, flight productivity does not always depend on the aviators and the customers and lessors of aviation equipment frequently do not provide it);
- completely eliminate additional landings of aircraft for refueling by creating sufficient fuel reserves at base airfields;
- utilize simulators to the maximum for training flight personnel.

Routine maintenance and repair of aviation equipment should:

- reduce to total exclusion at each aviation equipment race and at each plant additional testing of engines and flyoffs of aircraft by improving organization and increasing the quality of work and improving methods and means of checking the malfunctioning of aviation equipment;
- provide conservation of the aerodynamic shapes of aircraft (and helicopters) do not permit the supporting surfaces to become dirty, application of dense, scratches and other damage to them and also loose closing of hatches and doors;
- continue to improve the flight testing program of aviation equipment after repair. Seek out scientifically justified methods of reducing flyoff time;
- introduce technically justified combinations of control and turnover tests of engines at repair plants;
- efficiently utilize fuel for technical needs in maintenance and repair of aviation equipment, provide maximum use of it by cleaning directly at enterprises and extensively practice replacement of B-70 gasoline with water emulsion solutions according to the experience of Civil Aviation Plant No. 411;
- completely gather, keep a record of and turnover to fuel and lubricant warehouse spent petroleum products and drained waste fuel;
- optimize the technique of testing engines on periodic forms of routine aircraft maintenance. Utilize more extensively the method of the Vnukovo ATB [Air Technical Base] on step testing of engines;
- reduce to a maximum unproductive flights of aircraft for adjusting operations, engine replacement, repair and modification;
- reduce starting of engines at low temperatures of the surrounding medium to maintain them in a warm state. Extensively use winter shrouds and ground means of heating.

Operation of ground equipment, buildings and structures should:

- reduce to a minimum or completely eliminate fuel losses due to elimination of idle runs of motor transport and idling operation of truck-tractor engines; a large loss is inflicted by idling engines due to malfunctioning of their starting systems;
- accomplish individual regulation of the height of installation and the angle of inclination of exhaust pipes on special thermal and wind machines;

-- develop and introduce schedules of optimum operating conditions of electrical and radio equipment; put into operation modern, highly economical lighting installations, electric units, machine tools and other users of electric energy;

-- ensure operation of boiler rooms with given efficiency, carry out timely heat insulation of communications lines and repair of ventilation units and heaters, systematically follow conservation of heat in service and production buildings, provide timely heating to buildings and structures and bring order to glazing and heat insulation;

-- eliminate cases of incomplete draining of fuel from the bulk tanks of railroad, marine and river transport and leakage of fuel from stationary storage tanks;

-- completely eliminate unjustified expenditure of electric energy for lighting buildings, structures and service areas during daylight areas.

Successful work on conservation of fuel and energy resources should be provided by well thought-out political and educational work, correct organization and efficient management of this process. In this regard there is an objective need to implement measures in the field of organization and management:

-- the command and management staff of civil aviation of all levels should systematically and regularly search out and study ways and methods of conservation with all personnel and should instill a feeling of personal responsibility in each aviation worker for efficient consumption and a thrifty attitude toward fuel and energy resources;

-- annually work out complex plans for conservation of fuel and energy resources;

-- constantly work to introduce the advances of scientific and technical progress and work out requirements to develop prototypes of new aviation equipment with minimum fuel consumption, improvement of technology and extensive use of automated control systems;

-- reduce to a minimum or completely eliminate unproductive losses of fuel and energy resources by establishing progressive consumption norms, introduction of a strict control and accounting system, providing all enterprises, subdivisions and services with technical means of control and keeping a record of errors of these means and improving their metrological support. (It was determined that not all types of fuel and energy resources have consumption norms at enterprises, conservation is frequently determined in comparison to the allocated limit throughout the enterprise as a whole. Of course, we cannot talk about any serious struggle to conserve in each service and at each job site with this organization of things);

-- extensively recruit specialists of scientific research institutes, VUZ's innovators and inventors and the staff of civil aviation to search for effective methods of conserving fuel and energy resources; keep a record of consumption and conservation of fuel and energy resources at each enterprise, subdivision and service;

-- develop and introduce at all airports a centralized system for collection of spent petroleum products and drained fuel;

-- conduct at all levels an analysis of work in conservation of fuel and energy resources and generalize and disseminate leading experience;

-- reward workers for specific conservation of fuel and energy resources and take the results achieved into account when summarizing the results of the socialist competition;

-- practice obligatory reports of managers of all services on the work to conserve fuel and energy resources and develop a system of conducting them.

The "Main trends in the work of civil aviation on conservation of fuel and energy resources" were confirmed a few days ago at the Ministry of Civil Aviation of the USSR. The enterprises of civil aviation will receive them in the near future in clear formulation.

The fall-winter season is approaching. Provision of consistent and precise work of all services of civil aviation with fuel under severe weather conditions and during prolonged dark hours of the day should be envisaged even now.

Every working collective and every aviator may and should make his own contribution to conservation of fuel and energy resources. This will be yet another step forward in transforming Aeroflot into the standard in transport.

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TRANSPORTATION

TRANSPORT PLANS FOR THE UKRAINE

Kiev POD ZNAMENEM LENINIZMA in Russian No 11, Jun 79 signed to press
4 Jun 79 pp 50-52

[Article by K. Chebotnikov, sector head of the transportation and communications section of the CC of the Ukrainian Communist Party: "In an Important Direction"]

[Text] The basic trends in the development of the national economy of the USSR in the years 1976-1980, as determined at the 25th Congress of the CPSU, point toward the further development of all types of transportation in order to answer the needs of the national economy in freight shipments, and to speed up freight deliveries and the movement of passengers by substantially increasing the capacity and quality of transport system operations and also by improving the transportation ties between the economic regions of the country.

The merchant marine and inland water fleets play an important role in solving the problems of developing the foreign trade connections of our state. During the years of the 10th five-year plan, the freight turnover of merchant marine transport must grow 1.3 times and inland water transport by 22 percent.

In the current five-year plan, much has been done to develop the material and technical base of water transportation, to improve the working and living conditions and the leisure time of the seamen and river transport workers. Almost 460 million rubles worth of capital investments have been spent on the construction of production and sociocultural projects, housing, and also on revitalizing the fleet.

Sea steamship lines have been enlarged with new types of specialized ships--container carriers, (rolkers) with horizontal loading and unloading, large-tonnage bulkers, and a largely-renovated passenger fleet.

A big event was the opening on 14 November 1978 of one of the largest international ferry services in the world--Il'ichevsk-Varna, built in an unprecedented short period of time.

In his salute to the Soviet and Bulgarian builders, seamen, dockers, railroad workers, and all of the participants in the construction and organization of the sea railroad ferry service between the ports of Il'ichevsk and Varna, General Secretary of the CC CPSU, Chairman of the Presidium of the Supreme Soviet of the USSR, comrade L. I. Brezhnev stressed that "the ferry crossing, created by the workers and specialists of the fraternal countries is a clear symbol of the deepening close cooperation and intimacy between the USSR and Bulgaria." Tens of thousands of railroad cars with the foreign trade cargo of both countries have already proceeded across this bridge of friendship which is efficiently operated by two Soviet and two Bulgarian very modern ferry boats.

A container terminal and the first shop in the country for the production of large-freight containers in Il'ichevsk, a highly productive ore-loading complex in the Nikolayevsk seaport, and the first section of the Yuzhnyy port which is being constructed at the Grigor'yevskiy estuary, have also been put into operation.

In river transport, they have carried out a great amount of work on creating a deep-water route on the Dnieper from Kherson to Kiev, mechanized moorings and new passenger complexes have been put into operation in the ports, and the construction of a second ship lock at Zaporozh'ye is being completed.

More than 200,000 square meters of housing, a network of kindergartens and nurseries, clinics, hospitals, and rest and dispensary facilities have been constructed during the three years of the five-year plan for the families of the sailors and river transport workers.

Much has been done to improve operational work and shipment patterns. New shipment lines have begun operating. The shipment of freight in containers and packages has increased on the regular sea lines according to schedule. On the Danube, Soviet, Hungarian, Bulgarian, and Czechoslovakian organizations have created the joint shipping enterprise "Interlikhter" which has started shipping freight from river and sea ports on the Danube to India and Southeast Asia. They are setting up the non-transfer shipping of national economic and foreign trade cargo from the deep-water river ports to the ports of the Black and Mediterranean Seas and the Danube, and a line has been opened for the shipment of metallurgical raw materials between the port of the Dneprovskiy Ore Concentration Combine to the Romanian port of Galats. The river transport people have fulfilled an important government task--the shipment of iron ore raw materials in winter on the Dnieper between Komсомол'sk and Dneprodzerzhinsk. More than 100,000 tons of freight were transported on this line during the period December 1978-February 1979. Today water transportation is a technically highly equipped sector of our national economy. This creates a dependable base for the high rate of growth in the volume and quality of transportation.

In answer to the concern of the party and the government for the development of water transport, the labor collectives of the Black Sea, Azov, and Soviet Danube steamship lines and UkSSR Glavrechflot/Main Administration of the River Fleet, under the leadership of the party organizations, are persistently striving to put into practice the resolutions of the 25th CPSU Congress.

Many water transport worker collectives are successfully completing the job of further increasing the effectiveness of the transporting process. Party organizations are concentrating the efforts of the ship crews, the teams of dockers and ship repairers, and all engineering and technical personnel on the introduction of advanced working methods, the modern technology of shipping and freight operations, progressive methods of organizing the movement and processing of the fleet, and the most rapid assimilation of new equipment. Questions on increasing the qualifications and skills of the personnel, on strengthening discipline and the extent of organization, and improving the activities of the managerial personnel of the steamship agencies, Glavrechflot, the ports and other elements are constantly on their minds.

Socialist competition to fulfill the projects of the five-year plan in honor of the 110th birthday of V. I. Lenin has developed among the seamen and river transport workers. Many of the water transport collectives of the republic have made such pledges. In the first ranks of the competitors are the crews of the merchant ships Klim Voroshilov, Yenakiyevo, and Tanya Karpinskaya, of the river motor vessels Dzhankoy, Nemirov, and Korsun', the teams of docker-machine operators of V. I. Zimoglyad from Odessa, F. L. Kozlovskiy from Il'ichevsk, and N. F. Sorokin from the Kerchensk seaports, A. P. Shevchuk from the Kiev river port, the team of ship repairers of V. M. Vasil'yev from the Odessa ship repair plant ineni the 50th anniversary of the Soviet Ukraine and a whole series of others. Socialist competition is widening between the dockers of the Black Sea steamship line, Bulgaria, Cuba, and Vietnam.

In all of the water transportation centers of the republic the experience of the Leningraders, approved by the CC CPSU, on the work cooperation of the collectives of seamen, river transport workers, railroad workers, motor vehicle drivers, and Soyuzvneshtans/Association of Foreign Trade Transportation, has received fervent support. The introduction into the steamship lines of continuous plan-schedules for fleet and port work and the coordination of activities between the related types of transportation based on a unified technological process have given tangible results--they have reduced the down-times of ships, railroad cars, and motor vehicles being processed, and the delivery of freight to customers has been speeded up.

The struggle to more fully utilize the carrying capacity of the rolling stock has been developed in the ports and at the stations and industrial enterprises. The movement of thousandths on the Odessa-Kishinev Railroad is an important undertaking in this direction. In cooperation with the seaport workers, the railroad workers are striving to ensure that each car holds 1,000 more kilograms of freight than stipulated by the technical loading standards.

The work experience of the crews in the Shchekinskiy method and the increase in the between-repairs period of ship operation have received further dissemination in the merchant fleet. In the river fleet there is a new way of organizing ship repair in the between-cruise period by extended autumn preventive maintenance.

They are improving the ways of managing the work of the docker-machine operators in the sea and river ports. Loading and unloading operations are carried out mainly by enlarged complex teams whose productivity of labor and utilization of working time are significantly higher. The team contract is receiving all the greater dissemination in handling ships and railroad cars.

The communists, the party organizations of the merchant and river fleets, stand at the head of all undertakings. A clear example of this is the work of the party committee and leadership of the Il'ichevsk seaport. Inspiring each worker with a creative approach to solving problems, they are continually aiming the collective toward a search for reserves, the introduction of advanced forms of labor organization, the improvement in the technology of loading and unloading operations, an increase, based on this, of the effectiveness of production in the port and they are paying great attention to questions of training docker-machine operator personnel, their mastering of second specialties, increasing the professional training of engineering-technical and leadership personnel of the teams, sectors, and areas.

It is no accident that right in this port was born the remarkable initiative approved by the CC CPSU, on handling ships and railway cars by a new method--enlarged crews. The initiative of the crew of A. A. Baranovskiy received considerable dissemination in the sea and river ports of the country and also in other sectors of the national economy. The collective of the port is successfully coping with the production tasks of the five-year plan. All 46 crews of docker-machine operators are significantly outstripping the planned tasks and 3/4 of them are already working on their 1980 account.

Creatively introducing the experience of the Leningraders, the Il'ichevsk dockers, on the initiative of the party committee, have developed, in cooperation with the railroad workers, for 1978-1980 a total plan for the economic and social development of the Il'ichevsk transportation center. The plan provides not only for ensuring the coordinated joint work of the seamen, railroad workers, motor vehicle drivers, and Soyuzvneshttrans organizations but also the total development of the production base and the solution of a whole series of social questions of the collectives.

There are many such examples. The party, trade union, and Komsomol organizations of the Odessa and Berdyansk sea, and the Kiev and Dnipro river ports are carrying out great organizational work on providing for the fulfillment of the projects of the five-year plan, and the introduction into production of the achievements of scientific and technical progress.

The work conducted on increasing the effectiveness of shipping has permitted the water transport workers of the republic to cope, in the main, with the tasks of the three years of the five-year plan. During 1976-1978, the merchant ship lines additionally transported more than five million tons of freight in coastal trade, about 1.7 million passengers, fulfilled the plans for processing freight in ports, and put industrial production into effect at ship repair enterprises. The freight turnover of river transportation has increased by 15.7 percent. Several qualitative work indicators have improved.

Along with the unquestionable achievements, one ought to say something about the omissions and shortcomings which still take place in the activities of the water transport collectives of the republic, hinder operations, and impede the successful advancement forward. The Black Sea steamship agency did not fulfill the 1978 plan and the three years of the five-year plan for foreign trade shipments and profits, the Soviet Danube steamship line for coastal navigation shipments, and Glavrechflot U.S.S.R. for profits. Many of the merchant and river transport ship crews did not fulfill their production plans and socialist pledges, and incurred losses instead of profits which significantly lowered the over-all work results.

The party organizations do not always take an appropriate exacting attitude toward the managers on improving the qualitative work indicators and the utilization of fixed capital. In a number of steamship lines and in Glavrechflot they have not fulfilled the tasks for the growth of labor productivity in shipping, and the productivity of the merchant and river non-self-propelled fleet. In the Soviet Danube steamship line the average annual operational work period of the merchant vessels has decreased, and in the Black Sea steamship line the level of profitability was significantly lower than planned.

Of course, it would be wrong not to take into account some of the objective factors leading to the negative influence on the fulfillment of the tasks of the five-year plan. However, the basic causes of the available deficiencies are due to the fact that the considerable production reserves and resources have still not been fully activated.

Great losses are caused by down-times due to the non-observance of traffic schedules and the handling of ships, the unevenness of servicing them in ports, the tardy execution of various auxiliary operations concerning fuel procurement, the provision of supplies, and also because of serious shortcomings in the practical administration of the fleet by the cost accounting operating groups in the merchant steamship lines and the dispatcher staff in river transport. In 1978 the nonproductive down-times amounted for Soviet ports alone to more than 60 million tonnage days which is equivalent to the withdrawal from operation for the whole year of 16 ships, each with a carrying capacity of 10,000 tons.

Work on the more effective utilization of specialized container ships and (rolkers) and on expanding container and package shipping requires considerable improvement.

The transportation of industrial freight is still being inadequately carried out in river transportation. More than two-thirds of the total volume of shipments at the present time consist of mineral construction freight. The specific weight of river transport shipments in the internal freight turnover of the republic is not really growing and amounts to less than two percent.

The effectiveness of merchant and river transport shipping is also decreasing because of serious shortcomings in the operation of ship repair enterprises where the time periods for discharge from repair and the drydocking of ships are often violated. They are feebly introducing industrial repair methods at the plants and the level of mechanization of labor-consuming processes are considerably lower than in the shipbuilding industry. A small percentage of repair work is carried out without the withdrawal of ships from operation. The losses of working time because of violations of discipline and shirking are still great.

The party organizations are concentrating the efforts of the collectives of seamen and river transport workers on eliminating the shortcomings, on the absolute fulfillment of the tasks of the five-year plan in accordance with all production indicators and, primarily, for freight shipments in coastal trade and foreign navigation, and on the improvement of the organization of work of the ports, plants, and all shore enterprises. The communists are heading the movement in search of reserves and their utilization, and for increasing production effectiveness in the 10th five-year plan.

The resolutions of the November 1978 CC CPSU plenum, the speeches of the General Secretary of the CC CPSU, Chairman of the Presidium of the Supreme Soviet of the USSR comrade L. I. Brezhnev at the plenum and also at the meeting of electors of the Bauman electoral district in Moscow have challenged the seamen and river transport workers of the republic to a new working and political upsurge. Many ship crews, teams, sectors, shifts, and shops have reported the ahead-of-schedule fulfillment of the 1978 plans and socialist pledges.

Great tasks face the seamen and river transport workers of the republic in 1979 on increasing the volume of freight shipments, the development of the economy, and raising the efficiency of passenger service.

The water transportation collectives have successfully coped with the tasks of the first quarter of the fourth year of the five-year plan for shipments of foreign trade and national economic freight. The toilers of the merchant and river fleet of the republic are doing everything within their power to fulfill the plans and socialist pledges of 1979 and to lay a reliable foundation for the successful completion of the tasks of the 10th five-year plan.

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TRANSPORTATION

BRIEFS

GRAIN LOSSES FROM CARS--Tambov--The patrol stations of Kochetovka are struggling to protect the grain being shipped by rail. They have discovered losses of grain on the tracks of the suburban depot. Cars with defects and the leaking of grain, which arrive at the station, often leave not completely repaired. The oblast committee of the People's Control issued a strict reprimand to station chief Comrade Shapar' and in partial compensation for the harm done to the state imposed a monetary fine for the deficit on him. A reprimand was also issued to Comrade Kryuchnikov, chief of the Michurinsk Department. /Text/ /Moscow GUDOK in Russian 28 Aug 79 p 2/ 7807

CAR LAYOVERS--Kaliningrad--The Production Administration of Grain Products is not fulfilling the instruction on the efficient use of railroad cars. At the enterprises subordinate to it the layover of cars this year has risen by 19.8 percent, the fines have increased by 13.8 percent. The situation is especially bad at the Chernyakhovsk and Gvardeysk grain receiving enterprises and the Zelenograd branch of the Kaliningrad Milling Combine. The oblast committee of the People's Control issued a reprimand to Comrade Glushchenkov, deputy chief of the administration, and ordered the management of the administration to take steps to improve the use of cars and to report to the committee on what has been done in January 1980. /Text/ /Moscow GUDOK in Russian 28 Aug 79 p 2/ 7807

RAILROAD CAR DAMAGE--Irkutsk--At the Irkutsk Department they are not concerned about ensuring the protection of railroad cars. As a rule, car damage occurs during the performance of loading, unloading and shunting operations. The collisions of cars at the gravity yards occur at speeds which are 2-3 times too high. The Irkutskaya Oblast Committee of the People's Control issued a reprimand to Comrade Temirgaliyev, chief of a division of the department, and reprimanded Comrade Fradkov, deputy chief of the department. /Text/ /Moscow GUDOK in Russian 28 Aug 79 p 2/ 7807

LOSS OF SHIPPING DOCUMENTS--Moskovka--Recently 9 gondola cars with coal destined for Gorino Station according to a group document (through group 5) arrived from Moskovka with train No 2123 destined for Orekhovo-Zuyevo. Along the line from Moskovka Station to Orekhovo-Zuyevo Station the documents for this group disappeared (apparently, two cars were unhitched somewhere), and 7 cars, Nos 6562817, 6761746, 6357013, 6472120, 6478268,

6443242 and 6367216, arrived at Orekhovo-Zuyevo without documents. Instead of beginning an inquiry and sending them to their destination, these cars were returned 3,000 km to Moskovka Station, although the cars were going to Gorino Station. On the same day the additional document was sent from Moskovka Station, and the cars were sent off again to Orekhovo-Zuyevo. And these cases are not the only ones. This is already our fourth. But the managers of Orekhovo-Zuyevo Station and the department of the railroad are not responding to our urgent telegrams. /Text/ /Moscow GUDOK in Russian 28 Aug 79 p 2/ 7807

MISUSE OF PALLETS, CONTAINERS--Dudinka--The city committee of the People's Control checked the use of containers and pallets at the enterprises and organizations of Dudinka and established that the containers are not being returned punctually to the port and are not unloaded for a long time, while empties are accumulating by the hundreds in the warehouse yards of clients. The Krasnoyarsk Railroad did not get back more than 2,000 railroad containers. What is worse, residents have transformed tens of them into storehouses for storing personal items and are making them into garages. A large number of usable pallets are being taken to the dump and burned. The commercial division of the Dudinka port is bringing almost no pressure to bear on those who do not return containers on time. The accounting of containers has also be set up unsatisfactorily by this department. The city committee of the People's Control has bound the managers of enterprises and organizations to eliminate the detected shortcomings. /Text/ /Moscow GUDOK in Russian 28 Aug 79 p 2/ 7807

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